



Construction Traffic Management Plan 124 Lowes Mount Road, Oberon

Prepared for:
Porta Products
14/08/2025

The Transport Planning Partnership
ACN: 607 079 005

Construction Traffic Management Plan

124 Lowes Mount Road, Oberon

Client: Borg Construction

Version:5

Date: 14/08/2025

TTPP Reference: 16182

Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
Final	3/05/17	S.Botross, L.Nguyen	W.Johnson	W.Johnson	
Rev 2	4/06/21		Jaqueline Blomberg		
Rev 3 Review as per SSD 7016 C10(d)	9/12/21		Andrew Brady	J Blomberg	
Rev 4 Review as per SSD 7016 C10 (a) & (c)	25/08/22		A Brady	J Blomberg	
Rev 5 Review as per SSD 7016 C10(c)	25/08/23		A Brady	Victor Bendeviski	
Rev 6 Review as per SSD 7016 C10(c)	5/09/24		A Brady	A Brady	
Rev 7 Review as per SSD 7016 C10(c)	14/08/25		A Brady	A Brady	

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1 Introduction

1.1 Background

This Management Plan has been prepared for the Porta Products Pty Ltd (Formally Borg Manufacturing, Borg Panels, Australian Panels) Oberon site (and will be referred to herein as the '**Development**').

State Significant Development Application SSD 7016 was approved by the Minister for Planning on 29 May 2017 for the construction and operation of a particleboard facility and continuation of, and alterations and additions to, the existing medium density fibreboard facility at The Development 124 Lowes Mount Road, Oberon.

Since then, four modifications to SSD 7016 have been approved by the Minister. Modification 1 approved on 20 November 2018, modification 2 on 29 November 2019, modification 3 on 22 May 2020 and modification 4 on 20 May 2022.

The Transport Planning Partnership (TPPP) prepared this Construction Traffic Management Plan (CTMP) on behalf of Borg Construction (The Development) to assess the traffic and transport implications of the development activities as part of the initial approval.

This CTMP was prepared to satisfy the relevant conditions of consent specified by the Minister for Planning. Table 1 lists the conditions of consent and the corresponding sections of the CTMP where there are addressed.

Table 1: Construction Staging and Duration

Traffic and Access Requirements	Addressed in
Condition B34.	
(c) detail the measures that would be implemented to ensure road safety and network efficiency during earthworks and construction;	Section 5
(d) detail heavy vehicle routes, access and parking arrangements;	Sections 3.3 and 3.4
(e) include a Driver Code of Conduct to: (i) minimise the impacts of construction on the local and regional road network; (ii) minimise conflicts with other road users; (iii) minimise road traffic noise; and (iv) ensure truck drivers use specified routes;	Appendix A
(f) include a program to monitor the effectiveness of these measures; and	Section 6
(g) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	Section 4.7
Condition B35.	
The Applicant must provide sufficient parking facilities on-site, including for heavy vehicles and for site personnel, to ensure that traffic associated with the development does not utilise public or residential streets or public parking facilities.	Section 3.3

1.2 Purpose of this CTMP

This CTMP addresses the traffic and transport implications during construction phases of the development. The overall principles of traffic management during construction include:

- manage access to/from adjacent properties
- restrict construction vehicle movements to designated routes to/from the site

- manage and control construction vehicle activity in the vicinity of the site
- provide an appropriate and convenient environment for pedestrians and cyclists
- minimise the impact on pedestrian movements
- maintain appropriate capacity for pedestrians at all times on footpaths adjacent to the site
- maintain appropriate public transport access, and
- carry out construction activity in accordance with the approved work hours.

The report was initially prepared by engineers who hold the RMS Select/ Modify Traffic Control Plans (Red Card) and Design and Inspect Traffic Control Plans (OrangeCard) certification which is now named *Prepare a Work Zone Traffic Management Plan*.

Subsequently, this CTMP has been reviewed and updated where necessary by appropriately experienced personnel.

During the preparation of this CTMP, Roads and Maritime Services and Oberon City Council were consulted for any additional aspects which required further assessment. Both authorities returned no additional requirements.

This CTMP includes the following:

- Measures to ensure that the transport related conditions of consent are met,
- Drivers' Code of Conduct (Appendix A), and
- A program for monitoring the effectiveness of the CTMP and Drivers Code of Conduct.

1.3 Overview of Works

The approved project is for the expansion of the existing timber processing facility at 124 Lowes Mount Road, Oberon. The expansion under SSD 7016 approval date 29 May 2017 included the addition of a particle board manufacturing line, including chipping facility, to the existing medium density fibreboard (MDF) manufacturing line. The project also includes for minor additional site works and extension of the area covered by the consent.

The components of the expansion included:

- Construction of a dedicated Particle Board Manufacturing Line
- Additional infrastructure within existing buildings
- Expand Lot 1 and 2 DP 1085563 to accommodate a wood flake preparation area
- Construction of a new automated storage warehouse on Lot 24 1148073 and part on Lot 26 DP 1200697
- Construction of hardstand area on Lot 24 DP 1148073
- Expansion to Lot 1 DP 1076346 for hardstand, water quality ponds and emergency catchment

- Allow for an increase in production by up to 500,000m³, with a commensurate increase in staff.

The components of the four subsequent modifications are as follows:

- MOD 1 – extension of mouldings warehouse, reorientation of materials handling building, layout changes to particleboard chipper/debarker building, extension of northern noise bund, reconfiguration of elements of the surface water management system, reclamation of the Spring Dam;
- MOD 2 – installation of an electricity generation gas turbine and ancillary equipment;
- MOD 3 – additional materials handling equipment, extension to northern warehouse, changes to the site surface water system and construction of further hardstand; and
- MOD 4 – additions and alterations to the existing timber processing facility including reclamation of the remaining spring fed dam, relocation and expansion of the existing mechanic's workshop and improvements to the site's water treatment plant
- MOD 5 – Minor update to the approved mechanical workshop including additional workshop bays, additional first floor storage and minor updates to the office plus removal of the refuelling system and automated truck washing machine. The proposed development will also result in the increase in length of the stormwater management system to cover an additional 11m length of the mechanics workshop building. (approved 23 April 2024).

See Appendix B for plan showing the site infrastructure.

2 Existing Conditions

2.1 Site Description

The Development is located on Lot 1 DP 1085563, Lot 2 DP 1085563, Lot 26 DP 1200697, Lot 24 DP1148073 and Lot 1 DP 1076346 in the local government area of Oberon Council.

The site location and its surrounds are shown in Figure 1.

Figure 1: Site Location (Aerial)



The Development is located on the northern outskirts of Oberon town and along the eastern side of Lowes Mount Road. The primary industries within the vicinity include agriculture (farming and plantation timber growing), as well as industries associated with logging, sawmilling and timber dressing and the manufacture of wood products.

Access to the site are located along Lowes Mount Road and Endeavor Street. Gate 4 is located on Lowes Mount Road and permits access to employees, dispatch, visitors and heavy vehicle deliveries. Gate 6 is located around 400m north of Gate 4 and provides access for heavy vehicle deliveries and employees.

Gate 5 is located on Endeavour Street and provides access for delivery trucks carrying raw material (ie. timber logs) and chemical to the neighbouring Woodchem facility.

The location of the site accesses and the approximate separation of the sites are illustrated in Figure 2.

Figure2: Site Access



Base map source: Google Earth 2022

2.2 Road Network

The site is surrounded by a network of roads including Lowes Mount Road along the site frontage. A description of these roads is provided herein.

Lowes Mount Road

Lowes Mount Road is a two-way two-lane road with a north-south alignment. It has a posted speed limit of 60km/hr at the southern end of the road and 100km/hr north of the site. Informal parking is permitted within the wide grass verge along the eastern side of Lowes Mount Road.

Access to the site is provided off Lowes Mount Road via Gate 4 and Gate 6. It is noted that both Gate 4 and Gate 6 are indented approximately 75m and 150m from the property boundary line on Lowes Mount Road, allowing space for queuing of vehicles on the subject site. A dedicated right-turn lane that is 60m in length is located at the Gate 6 access.

Albion Street

Albion Street is a two-way road with one lane per direction. It has an east-west configuration with wide kerbside parking lanes on both sides of the roadway. The posted speed limit within the township is 60km/hr which increases to 70km/hr closer to the town outskirts.

Horace Street

Horace Street has an undivided carriageway with a north-south alignment. It has a cul-de-sac at its northern end which connects to the southern boundary of the subject site. Unrestricted kerbside parking is permitted on both sides of the roadway. There is no posted speed limit however, by default, the speed zone along Horace Street is 50km/hr.

Endeavour Street

Endeavour Street is aligned in a north-south direction and has an undivided carriageway. There is a cul-de-sac at the northern end of the road where there is an access to the subject site (Gate 5).

Endeavour Street has a posted speed limit of 50km/hr with kerbside parking permitted along both sides of the roadway.

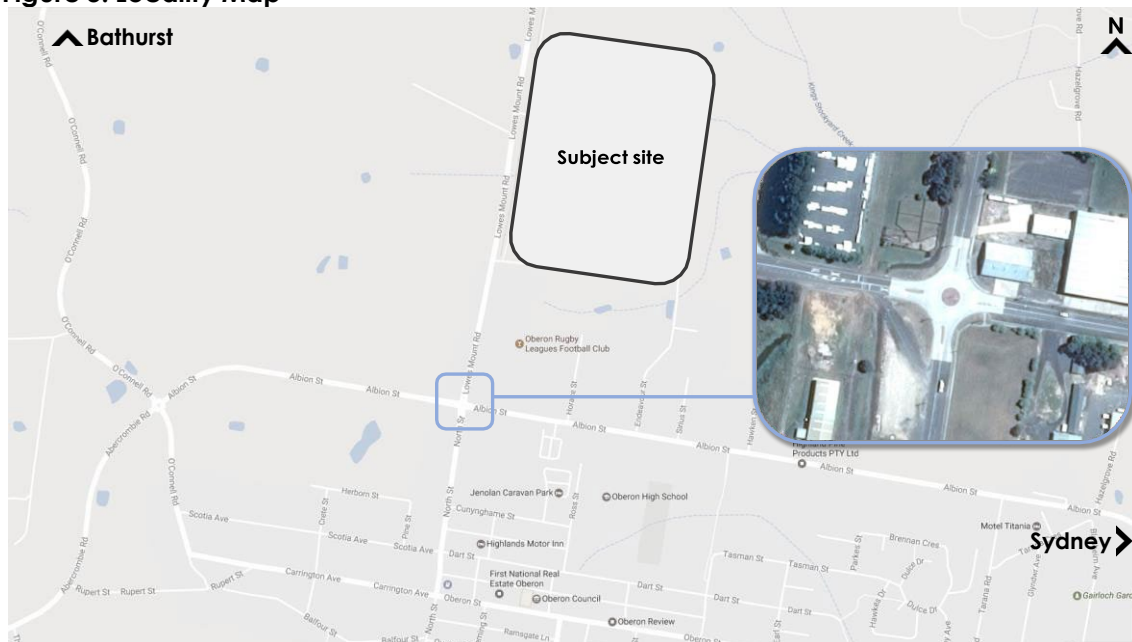
O'Connell Road

O'Connell Road is a divided two-way two-lane road with a north-south alignment. The posted speed limit varies from 60km/hr from the southern end of the road to 100km/hr around 300m north of Albion Street. On-street parking is not formalised along O'Connell Road, however, is permitted within the unsealed road verge.

2.3 Surrounding Intersections

The key intersection surrounding the site is at Lowes Mount Road and Albion Street. This is a four-way roundabout intersection, providing connectivity between Duckmaloi Road (from Sydney) and O'Connell Road (from Bathurst) to the site. The local road network and key intersection are illustrated in Figure 3.

Figure 3: Locality Map



Base map source: Google Maps 2017

2.4 Public Transport

Public transport facilities are not provided within the area surrounding the subject site.

2.5 Pedestrian and Cycle Infrastructure

A 1.5m-wide shared path is located along the site frontage on Lowes Mount Road. At the access driveways of Gate 4 and Gate 6, shared path signage is installed to inform drivers of the presence of pedestrians and cyclists using the pathway.

In the general vicinity of the site, a footpath and kerb ramps are provided along the eastern site of Lowes Mount Road and North Street. At the key nearby intersection of Lowes Mount Road and Albion Street, pedestrian refuges are provided on all approaches of the roundabout to assist pedestrians with crossing these roads.

3 Overview of Construction Activities

This section of the report outlines the construction methodology and details for the development at 124 Lowes Mount Road.

3.1 Description of Works

The expansion of the timber processing facility included but is not limited to the addition of a particle board manufacturing line and chipping process to the current MDF manufacturing. The key construction activities included:

- Construction of new first flush and emergency basin to the east of the site
- Demolition of redundant infrastructure
- Construction of new site access and hardstand
- Construction of new industrial buildings to the south-west and north-west of the site to accommodate new plant and equipment, as well as provide storage

- Installation of new plant and equipment in existing industrial buildings
- Reconfiguration of elements of the site surface water management system
- Extensions to existing and new build warehouses
- Layout changes to new builds
- Reclamation of the Spring Dam for additional hardstand and relocation of mechanic's workshop
- Installation of a new electricity generating gas turbine
- Installation of a new high-pressure gas pipe as an ancillary to the turbine and site, within the project area
- Installation of additional reverse osmosis and enclosure to the site water treatment plant
- Construction of additional equipment to new builds as follows:
- Debarker and chipping plants constructed to the south and east of the existing production building. The chippers are contained in concrete and acoustic panels enclosures
- A materials handling building was constructed to the west of the production hall. The building is enclosed with acoustic panelling to the north, south and west side with an opening on the eastern side to allow for material to be brought in using a front-end loader for processing
- A flaker building constructed to the west of the production hall. The building is fully enclosed with acoustic panelling
- Automated storage warehouse building located at the northern end of the site. The building is fully enclosed using sheet metal

3.2 Duration and Staging of Works

Construction works commenced in June 2017 under approved SSD 7016 dated 29 May 2017, and essentially followed the stages outlined below:

- Stage 1 – site works, construction of detention basin and hardstand areas. Construction of the detention basin and drainage swale will be undertaken first in order to ensure that the appropriate erosion and sediment control measures can be implemented for later stages
- Stage 2 – construction of particle board manufacturing facility and installation of related plant
- Stage 3 – alterations and addition to existing MDF site and construction of new automated storage warehouse
- Stage 4 – debarker and chipper building and chip preparation area

The activities described in the above four stages have been completed.

The description of works for Mod 1, Mod 2, Mod 3, Mod 4 and Mod 5 provided in section 1.3 Overview of Works of this Plan are complete. Works associated with Mod 4 are progressing.

3.3 Construction Details

3.3.1 Construction Vehicle Types

Vehicles likely to be generated by construction activities at the site are summarised in Table 2.

Table 2: Construction Vehicles

Works	Vehicle	Quantity
Earthworks	Excavator	1
	Loader	1
	Dozer	1
	Dump Truck	2
	Grader	1
	Roller	1
	Articulated truck	2
Installation	Mobile crane	2
	Concrete truck	1
	Delivery truck	2
	Bobcat	1
Rock Breaking	Rock breaker	1

3.3.2 Work hours

Construction activities shall be undertaken between 7:00am – 7:00pm Monday to Friday and 8:00am – 1:00 pm on Saturday. Construction works are not to be undertaken on Sunday and public holidays.

Regular site operation would continue as per normal, that is, across 24 hours per day for seven days.

Works outside of the aforementioned hours may be undertaken in accordance with consent condition B14, which specifies the following circumstances:

- Works that are inaudible at the nearest sensitive receivers;
- Works agreed to in writing by the Secretary
- For the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or
- Where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm.

3.3.3 Works Zone

All activities associated with the construction phase of the project would be carried out wholly within the site premises. Therefore, no construction works or loading/ unloading of construction vehicles would take place outside of the site boundary.

As The Development will be manufacturing a significant amount of the physical infrastructure themselves at the site, the amount of deliveries from other locations will be minimal. It is expected that construction plant would be held offsite until they are required. Once at the site, plant will be stored onsite until project completion.

Any loading and unloading of construction vehicles will be accommodated on the site hardstand areas at the northern and eastern areas of site. In special circumstances, the unloading of large construction plant would be undertaken at the location where it is required for use to eliminate double-handling.

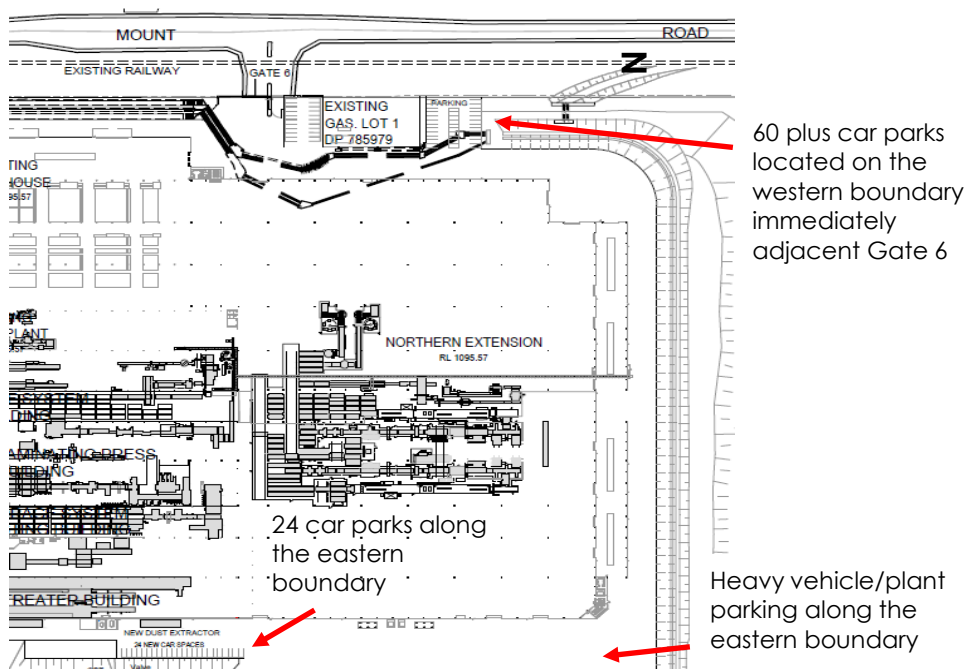
All construction materials and plant are expected to be wholly stored within the works site. It is not expected that any public road would be required for such purposes. As such, there would be no Works zone as part of these works.

However, if temporary use of any public road is required, prior consultation with Council shall be undertaken. All relevant permit approvals would also be acquired prior to the commencement of activities within the roadway.

3.3.4 Construction Staff Parking

Car parking for construction staff is provided on site as shown below in Figure 4. These parking areas are accessible via Gate 6.

Figure 4: Construction Staff Parking



3.4 Site Access and Internal Circulation

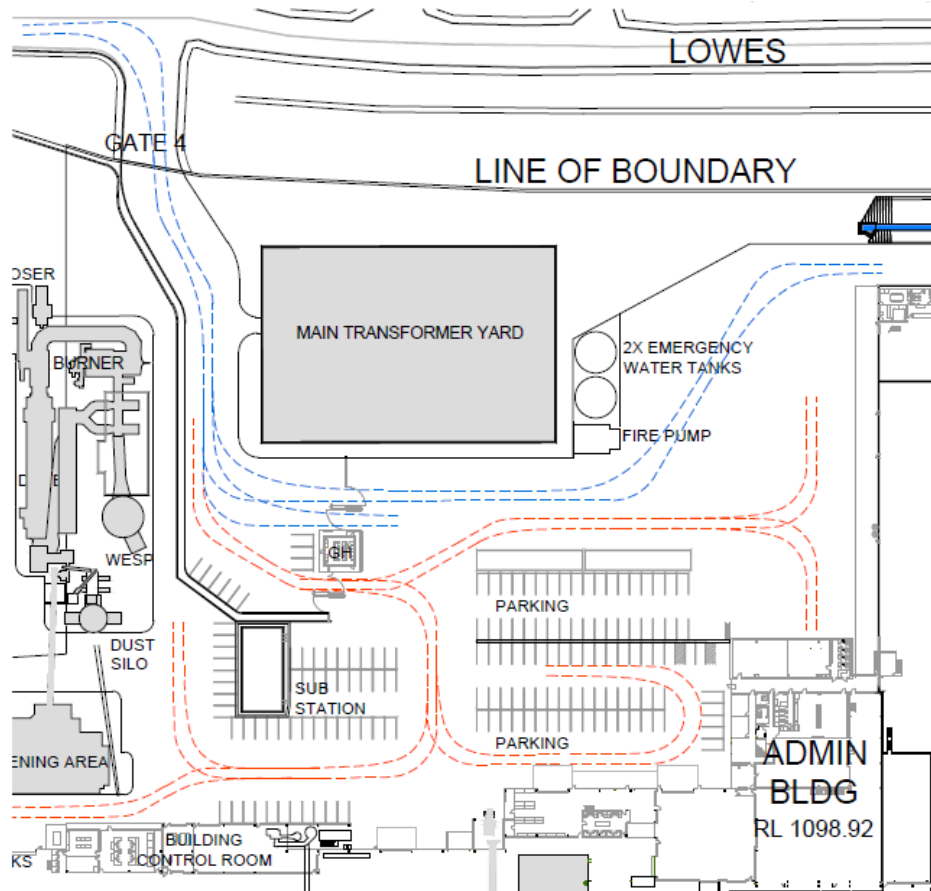
Ingress and egress of construction vehicles will generally be via Gate 6. Access for NSW Rural Fire Service, Fire and Rescue NSW or other emergency vehicles will be via Gate 4.

Construction traffic generation is based on the construction works as described in Section 3, and the number of staff engaged during the construction phase. The delivery of materials that are to be used in the manufacture of the physical infrastructure will be undertaken using 19m semi-trailers and tipper trucks. Traffic due to staffing is expected to comprise only private cars.

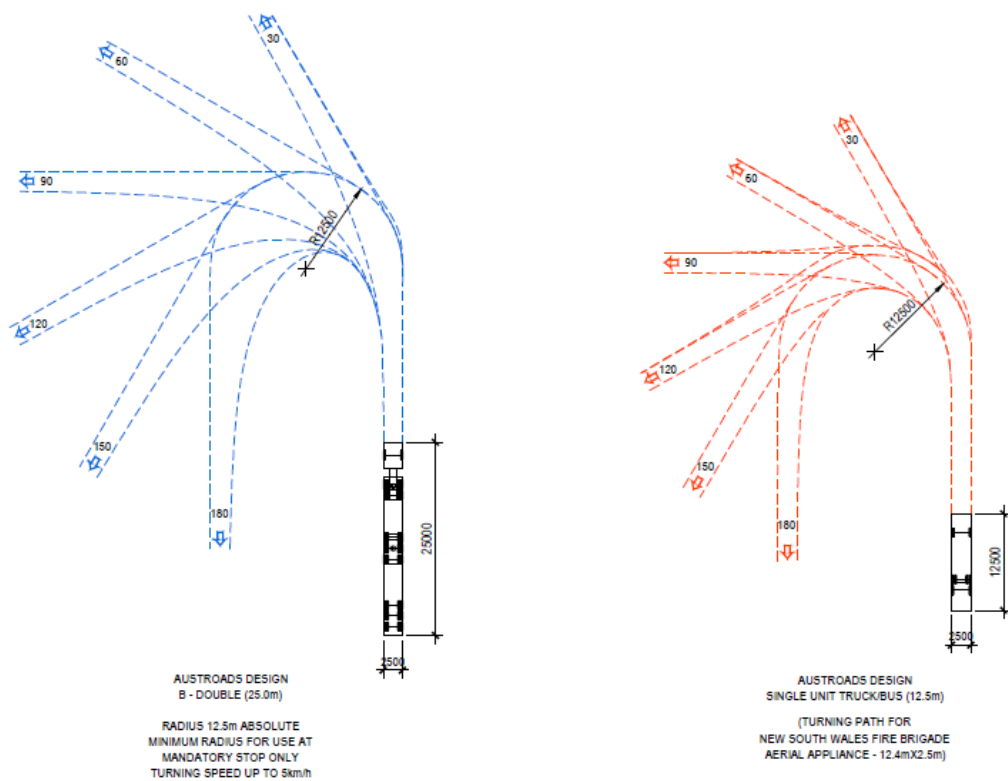
The site has an established internal road network with give way/stop controls which can accommodate two-way vehicle flow across the full site. Of the vehicles associated with the construction phase, a 19m semi-trailer is anticipated to be largest vehicle to circulate throughout the site. The internal circulation route is already established to accommodate the turn paths of a heavy vehicle as large as a 25m B-double truck. The turning radius of 25m B-double is 15.0m and 19m semi-trailer is 12.5m. Therefore, a semi-trailer would be able to adequately circulate throughout the site without any implications. The layout of the internal road network is illustrated in Figure 5.

In relation to the rest of the site, the parking area located east of Gate 4 would be considered to have the greatest limitations for vehicle manoeuvrability. Although, this area can still adequately accommodate one-way flow by Rural Fire Service trucks which are typically heavy rigid vehicles that are 12.5m in length and have a turning radius of 12.5m. The swept path for this type of truck circulating through the parking area is illustrated in Figure 5, while a full-scale plan is contained in Appendix C.

Figure 5: Internal Road Network



2 ENLARGE PLAN
SCALE: 1:1000



3.5 Construction Vehicle Haul Routes

Generally, construction vehicles would have origins and destinations in Bathurst and Sydney. Current designated heavy vehicle haul routes to the site would be utilised by construction vehicles travelling from Bathurst and Sydney. These routes include O'Connell Road-Albion Street (from Bathurst) and Duckmaloi Road-Albion Street (from Sydney). Beyond the context of Oberon, the route to/from Sydney includes travelling on Jenolan Caves Road and The Great Western Highway.

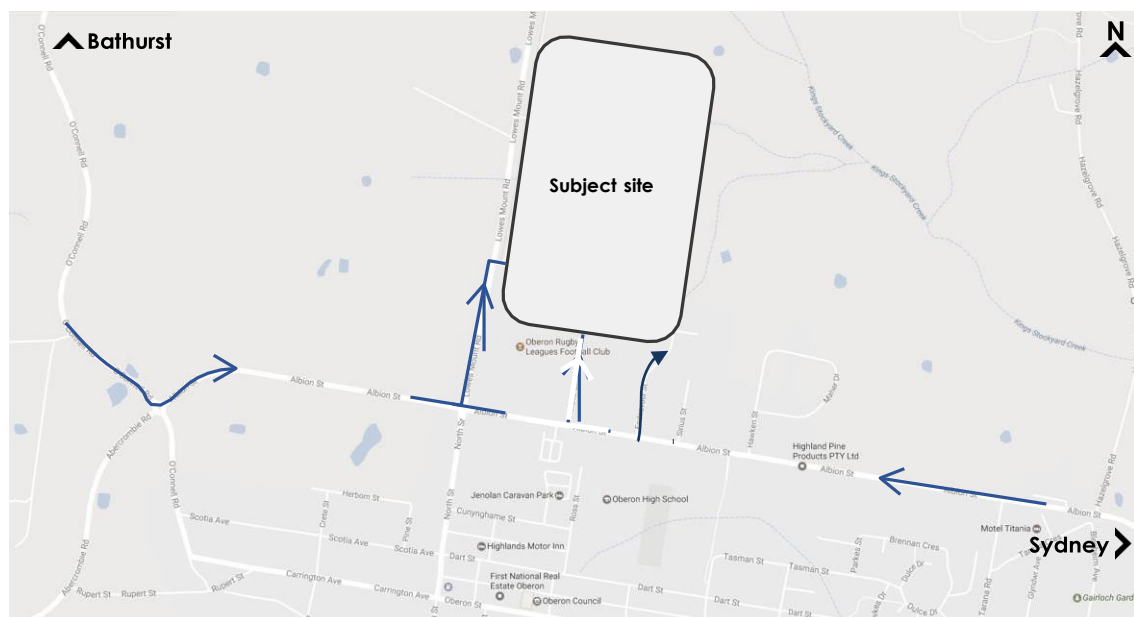
All heavy vehicle drivers will be advised of the designated truck routes to/from the site and would be required to adhere to the nominated routes.

The designated truck routes to/from the construction site are as follows:

- Approach routes:
 - From Bathurst – from the north-west, travel on O'Connell Road, turn left onto Albion Street before turning left onto Lowes Mount Road or Endeavour Street.
 - From Sydney – from the east, travel on Duckmaloi Road, turn right onto Albion Street before turning right onto Endeavour Street or Lowes Mount Road.
- Departure routes:
 - To Bathurst – head south on Lowes Mount Road or Endeavour Street, turn right onto Albion Street before turning right onto O'Connell Road.
 - To Sydney – head south on Lowes Mount Road or Endeavour Street, turn left onto Albion Street before turning left onto Duckmaloi Road.

The routes described above are presented in Figure 6 and Figure 7.

Figure 6: Haul Routes to the Site



Base map source: Google Maps 2017

Figure 7: Haul Routes from the Site



Base map source: Google Maps 2017

During the planning process, the Contractor will schedule all deliveries ahead of time. Therefore, the Contractor will be aware of the approximate arrival times of construction vehicles and would be able to accommodate them onsite upon arrival.

This operation would eliminate the potential for queuing or marshalling/ parking on public streets. As a precaution, construction vehicles are to radio or call ahead to ensure access to the construction site is available.

4 Construction Traffic Assessment

4.1 Construction Traffic Generation

Traffic generation associated with the transportation of plant was undertaken during the establishment of the site and generally limited to off-peak periods. Once plant has been delivered to the site, it will remain onsite until the completion of the construction works.

Construction traffic generation is based on the construction works as described in Section 3, and the number of staff engaged during the construction phase. The delivery of materials that are to be used in the manufacture of the physical infrastructure will be undertaken using semi-trailers and tipper trucks. Traffic due to staffing is expected to comprise only private cars.

Construction traffic generation in the peak construction period is summarised in Table 3.

Table 3: Construction Phase Traffic Generation

Type of Vehicle	Hourly Two-way Movements	Daily Two-way Movements	Number of Staff
Light vehicles	Before shift start (6:00am – 7:00am): 100 inbound trips	240 trips	Maximum 100 per day
	After shift end (7:00pm – 8:00pm): 100 outbound trips		
Heavy vehicles	Up to 10 trips	Up to 60 trips	-

As indicated in Table 3, the maximum daily number of construction staff is 100. Staff will be engaged on a 12-hour shift between 7:00am-7:00pm. Therefore, it is expected that a maximum of 100 cars would be driving into the car park between 6:00am-7:00 am before the start of the shift and driving out between 7:00pm-8:00pm following completion of the shift. This equates to an average of two vehicles accessing or departing the site per minute during the stated hours.

Gate 4 and Gate 6 are indented from the property boundary line approximately 150m and 75m, respectively, from the roadway on Lowes Mount Road. Driveways leading to the gatehouses at the Gates could accommodate around 20 cars (Gate 4) and 10 cars (Gate 6). Furthermore, the right turn lane into Gate 6 on Lowes Mount Road is 60min length and can store up to eight cars at any time. Thus, traffic generated due to the arrival of construction staff can be adequately accommodated onsite without causing impact on the function of Lowes Mount Road.

During peak construction operation, there are up to 60 two-way heavy vehicle trips expected on a daily basis. In any peak hour, it is anticipated that there will be no more than 10 two-way trips made by heavy vehicles (i.e. five heavy vehicles).

4.2 Cumulative Traffic Generation

Separately, it is noted that normal operation of the Development and Woodchem sites would continue during the construction phase. The Development and Woodchem staff vehicle access is provided at Gate 4 and Gate 5, separated from construction staff access at Gate 6.

Traffic generation due to construction works, as summarised in Table 3, will occur outside of the AM and PM local road network peak periods, namely, 7:30am – 9:00am and 3:30pm – 5:00pm. Therefore, traffic generated due to the construction phase would not have a significant impact on the existing road network during these times.

The start and end of construction work times also occur outside of shift change-overs for employees at the Development and Woodchem sites. The shift times for employees at the latter sites are as follows:

- Morning shift, 6:30am to 2:30pm
- Day shift, 2:30pm to 10:30pm
- Night shift, 10:30pm to 6:30am
- Full day shift, 6:00am to 6:00pm.

Hours of work for construction staff and Porta Products employees along with

the surrounding road network peak periods are illustrated in Figure 8.

Figure 8: Construction and Operational Staff Working Hours

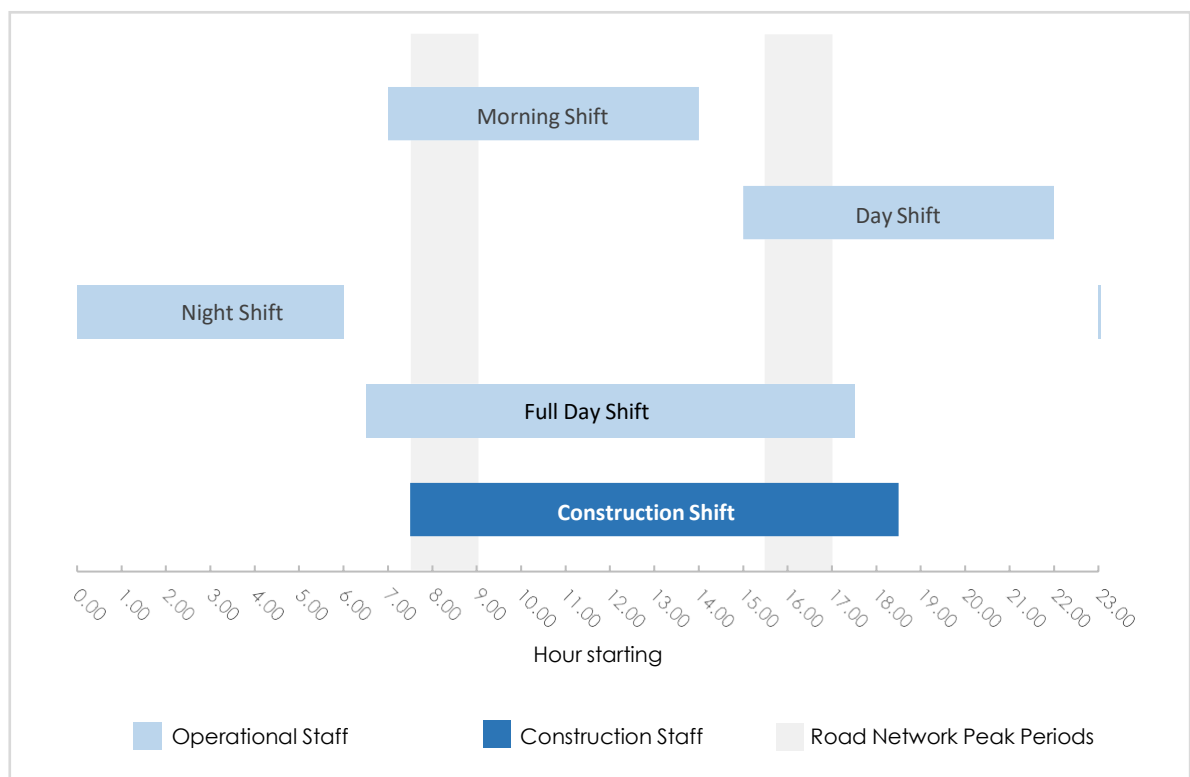


Figure 8 demonstrates that the start and end times of the construction shift fall outside of those times for Porta Products staff. The construction shift also falls outside of the local road network peak periods. Overall, the peak vehicle movements associated with construction traffic are separate to all other busy periods at the site. Therefore, the cumulative impact is considered to be low and is not expected to result in any adverse impact on the surrounding road network.

4.3 Pedestrian and Cycle Access

Pedestrian and cycle access at all site entrances will not be impacted by the construction works, and hence, would remain as existing.

4.4 Security Equipment

The existing site will be fully enclosed by large security gates around the site perimeter.

4.5 Public Transport

The proposed construction activities are unlikely to impact on the public transport in the vicinity.

4.6 Emergency Vehicles and Oversize Vehicles

No special provisions for emergency services vehicles are required as part of any of the construction works.

Oversize flat racks would be used during the construction phase. Over the duration of the construction phase, it is estimated that 82 oversize flat racks and 450 40-foot

containers would be transported to the site.

The Development is to obtain special permits for oversize flat racks and other oversize transport as from the relevant authorities when required.

4.7 Community Information

Traffic movements and construction activities associated with the construction phase of the project are not expected to cause disruptions to the surrounding road network and public transport network. From a traffic and transport perspective, the impact on the local community during construction is anticipated to be negligible.

Where minor and temporary changes to the road network would be applied such as trucks turning left or right on Lowes Mount Road and Horace Street, acceptable measures have been implemented to ensure the safety of road users. This has been detailed in Section 5 of this CTMP.

Community information will be provided on the Website, Community notice boards and signposting at the site entry points. Over the duration of the project, information pertaining to the site expansion would remain available to the public via Department of Planning, Industry and Environment's Major Projects website.

Based on the above, the proposed measures for informing the community of impacts due to the works are considered sufficient, and hence, no other measures are deemed to be required.

5 Construction Traffic Management Measures

Two site specific traffic control plans (TCP) were prepared and implemented during the initial construction works associated with SSD 7016 approval date 29 May 2017. Since then, site access Gates 4 and 6 have become fully operational and the activities under the initial approval are complete, making these TCPs obsolete.

If it is identified that advisory road signage is necessary, it shall be installed in accordance with AS1742.3 Manual of uniform traffic control devices – Traffic control devices for works on roads and the RMS Traffic Control at Worksites Manual. Signs shall be installed and maintained throughout the construction period.

5.1 Vehicle Access

All vehicles are to enter and exit the construction site in a forward direction. Vehicles must not be permitted to reverse into the site from the road unless prior approval is obtained. It is noted that vehicles will not be required to reverse into the site as there is sufficient space onsite for vehicles to circulate internally and exit in a forward direction.

Construction vehicles shall radio/ call the site office on approach to the site to ensure access to the site is available. All loading and unloading shall be undertaken onsite during the approved work hours. As noted previously, queuing or marshalling of

construction vehicles shall not be permitted on public roads.

During the transportation of materials to/from the site, if there are any materials spilled onto the roadway, site personnel and equipment shall rectify the issue accordingly, subject to appropriate OH&S provision.

All truck drivers are required to read and sign the Drivers Code of Conduct, which informs drivers of the acceptable behaviour when operating a heavy vehicle. The Code provides instructions to truck drivers on where access to the site is permitted as well as the approved haul routes to the site.

The Drivers Code of Conduct is contained in Appendix A of this CTMP.

5.2 Truck Routes

Protocols must be in place to ensure:

- Site induction shall include procedures for accessing the site;
- Drivers shall adhere to the nominated truck routes, as shown in Figure 6 and Figure 7;
- Drivers shall be aware of pedestrians and cyclists in the vicinity of the site; and
- Driver shall be aware that posted speed limit on Albion Street, O'Connell Road, and Lowes Mount Road is 60km/hr while the appropriate speed limit on Horace Street is 50km/hr.

5.3 Site Inspections and Record Keeping

The construction operation shall be monitored to ensure that it proceeds as set out in the Contractor's Construction Management Plan. A daily inspection before the start of construction activity shall take place to ensure that conditions accord with those stipulated in the plan and that there are no potential hazards.

To assist the orderly resolution of issues and complaint the Construction Site Manager will keep a register itemising all report incidents and adverse traffic matters. The incident register is to include details such as date and time, location, driver and vehicle details contact details of the persons involved and a recount of the incident.

Incidents and complaints are to be managed in accordance with the procedures documented in the Construction Environmental Management Plan (CEMP).

5.4 Site Induction

All staff employed on the site by the Contractor shall be required to undergo a site induction.

The induction shall include permitted access routes to and from the construction site for site staff and delivery vehicles, as well as standard environmental, OH&S, driver protocols and emergency procedures.

Construction staff are to be informed of the appropriate access gate of which they are expected to arrive to carry out their induction.

Table 4 summarises a comprehensive list of the measures and controls currently enforced at the site by the Contractor.

Table 4: Australian Panels Control Documents

Form/ Document	Description
Site Induction	- The form ensures that visitors or staff on the site are inducted about the site features, PPE requirements and procedures for reporting and emergency. - The form is to be signed by both site inductor and inductee.
Site WHS Management Plan	This document lists: - Responsibilities of all people working on site - Training and induction procedure - Risk management procedure - Plant and equipment requirements and controls - Electrical, hazardous chemical reporting and control measure - Fitness for work requirements - Managing hazards - Site safety rules - Legislation and references - Existing form and documents This document is to be signed by subcontractors and Person with WHS responsibilities
Driver Behaviour	- This document clarifies duty of care and responsibilities of all workers who drive a company vehicle - The document is to be signed by the drivers
Log Haulage Induction Manual	The document lists and assess if the driver understand and acknowledge the following: - Drivers' duties of care - Site entry requirements - PPE safety requirements - Traffic regulation on site, incident report, emergency procedures, - Responsibilities and consequence of breaching procedure Porta Products Assessor will pass or fail the driver according to his understanding of the above points. The manual is to be signed by both driver and Porta Products assessor
Standard Operating Procedure	Listing of required licenses, operational procedure for log haulage of log trucks and loaders

6 Monitoring Program

The following monitoring program shall be implemented to ensure that the CTMP and Drivers Code of Conduct performs effectively and achieves the objectives set out in this CTMP.

6.1 Implementation of CTMP and Drivers Code of Conduct

The CTMP and Drivers Code of Conduct shall be included with all new site inductions for heavy vehicle drivers regularly accessing the site. One-off truck delivery drivers must agree to abide by the Drivers Code of Conduct by having read and signed the Code.

Prior to commencement of construction works, all drivers shall be provided with a copy of Drivers Code of Conduct. It is intended that all truck drivers will have signed the Drivers Code of Conduct declaration and agreed to be bound by its behavioural requirements before entering the site.

A copy of the Code has been included in Appendix A of this report.

6.2 Complaints/ Compliments Register

A complaints and compliments register detailing matters such as truck driver behaviours and truck related noise issues shall be developed and maintained by The Development.

The register shall be reviewed every three months to determine if any systematic issues are arising from the implementation of the CTMP and Drivers Code of Conduct.

Positive and negative feedback shall be documented using a Customer, Community and Stakeholder Complaint/ Compliment Form. The Development shall gather as much information as possible which will allow them to take appropriate action. Appropriate action may include:

- Arranging a meeting to discuss and/ or resolve issues
- Calling the customer, member of community or stakeholder to acknowledge feedback
- Writing a letter responding to the feedback.

Drivers shall also be provided the opportunity to give feedback on the implementation of the Drivers Code of Conduct and other measures which could be considered for implementation into the Code.

6.3 Hazards and Incidents Register

A procedure for detailing hazards and incidents relating to safety, environment and process during the construction phase has been established by The Development in the HSEQ Management System. The system and associated documents have been prepared

as a requirement under the WHS Regulations 2011.

The HSEQ Management System details the responsibilities specific to all stakeholders involved in the construction phase, including:

- Borg Construction, as the principal contractor
- Porta Products Officers
- Construction Manager
- Site Supervisor

- Workers, contractors and visitors
- WHS Coordinator
- Group HR and WHS Manager.

6.3.1 Hazard Reporting

Hazards are to be either addressed by the worker who first observes it, or if that is not reasonably practicable and safe, then it must be reported to the Construction Manager or Supervisor to address. This shall apply to all workers including contractors.

6.3.2 Injury Reporting

All injuries are to be reported in the 'Register of Injury' book which shall be kept on site in the site office or where the primary first aid kit is kept. A copy of the page shall be forwarded to the WHS Team within 24 hours of the injury and where required it shall be accompanied by a completed Incident Report Form. Any injury requiring medical treatment must be reported to the Australian Panels Return to Work Coordinator immediately.

If the injury is of a serious nature and is deemed a 'Notifiable Incident' under the criteria of the State or Territory Regulator then the Construction Manager or other person in control shall contact the Australian Panels Group HR and WHS Manager who will in turn contact the relevant authority. For clarification of what injury is deemed as Notifiable refer to the WHSMS Procedure Incident Management and Investigation available on SharePoint.

6.3.3 Near Miss/ Damage and Environmental Incident Reporting

As soon as is reasonably practicable an Incident Report Form shall be submitted to the WHS Team for any near miss, damage or environmental incident. In circumstances where the incident involves the potential escape of substances from the site this must be conveyed to Porta Products Officers as soon as possible should authorities need to be notified.

Where the incident is deemed a 'Dangerous Incident' such as; an electric shock, a collapsed trench, excavation or structure, the fall or release of an object from height, or collapse or overturn of plant, the Group HR and WHS Manager shall be informed as soon as possible in order for them to contact the Regulator.

7 Conclusion

This CTMP has been prepared to document the construction activities and associated construction traffic management measures necessary to facilitate the expansion of the existing timber panel manufacturing facility at 124 Lowes Mount Road, Oberon.

Based on the findings contained in this CTMP, it is concluded that:

- The construction of the proposed development is expected to generate, in the busiest hour, 100 vehicle trips by staff either entering or departing the site. The busiest periods for vehicles entering and exiting the site are anticipated to be between 6:00am – 7:00am (before commencement of shift) and 7:00pm –

8:00pm (following completion of shift), respectively.

- On average, the arrival rate for construction staff at the site would be around two vehicles per minute. This is not expected to cause any noticeable impacts on the adjacent roadway (Lowes Mount Road) as any queued vehicles would be accommodated within the site's driveways at Gate 4 and Gate 6.
- In the busiest hours, there would be up to 10 two-way heavy vehicle trips to the site which would be accommodated onsite upon arrival.
- The start and end times of the construction shift occur outside of those times for Porta Products staff and the local road network peak periods. Therefore, the cumulative impact is considered to be low and is not expected to cause any adverse impacts on the surrounding road network and regular site operation.
- Special permits for oversize vehicles are to be obtained from relevant authorities when required.
- No pedestrian or cyclist facilities would be impacted as a result of the construction activities
- It is proposed for all loading and unloading of trucks to occur onsite, and without any interruption on surrounding streets
- To ensure safety of motorists, pedestrian and cyclists around the site, driver protocols shall be enforced and monitored during the construction phase as outlined within this CTMP and the Drivers Code of Conduct.
- Truck drivers are to be instructed to use the designated truck routes to/from the site.

Appendix A

Drivers Code of Conduct



Borg Construction Drivers Code of Conduct

This document sets out the requirements for all employees and contractors to Borg Construction.

DECLARATION

I, the undersigned, hereby agree to abide by Borg Construction's Driver Code of Conduct for the transportation of construction materials to/ from the site in Oberon in a safe manner.

I have read and understand the requirements outlined in the Code and will, to the best of my ability, comply and assist with their implementation, requirements and ongoing administration.

Truck Driver

Full Name: _____

Organisation: _____

Signature: _____

Date: _____

General Requirements

The Drivers Code of Conduct would be distributed to all sub-contractors with fleet accessing the site prior to the commencement of works. The Code would be provided to each driver to read and sign to confirm they have understood and pledge to follow the haulage instructions. Once completed, a copy of the signed Code would be supplied by the sub-contractor to The Development for record keeping.

Heavy vehicle drivers hauling to and from the subject site must:

- Have read and signed the Drivers Code of Conduct (this document) prior to entry to the site;
- Hold a valid driver's license for the class of vehicle that it being operated;
- Operate the vehicle in a safe manner while on site and public road network;
- Comply with the direction of authorised site personnel when onsite;
- All drivers are to use seat belts when driving; and
- All drivers are to drive to the sign posted speed limit, both on public roads and within the site.

Site Access

All access to the construction site is to be via Gate 6 or Gate 4 on Lowes Mount Road, Gate 5 off Endeavour Street.

Heavy Vehicle Haul Routes

All heavy vehicle drivers must adhere to the designated truck routes to/from the site as follows:

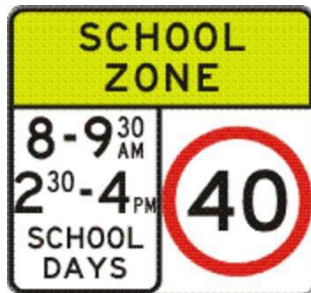
- Approach routes:
 - From Bathurst – from the north-west, travel on O'Connell Road, turn left onto Albion Street before turning left onto Lowes Mount Road or Endeavour Street.
 - From Sydney – from the east, travel on Duckmaloi Road, turn right onto Albion Street before turning right onto Endeavour Street or Lowes Mount Road.
- Departure routes:
 - To Bathurst – head south on Lowes Mount Road or Endeavour Street, turn right onto Albion Street before turning right onto O'Connell Road.
 - To Sydney – head south on Lowes Mount Road or Endeavour Street, turn left onto Albion Street before turning left onto Duckmaloi Road.

Heavy Vehicle Speed

Truck drivers must comply with the Australian Road Rules with travelling along public roads. Drivers are to observe the posted speed limits and adjust speed appropriately to suit the road and weather conditions at the time.

Speed limits on route to the site from Bathurst and Sydney vary between 40km/hr (school zones) up to 100km/hr. The maximum speed that a vehicle must travel is the signposted speed. Warning signs indicating a reduction in speed ahead must also be obeyed. These signs are shown below.

NSW Road Speed Limit Signs



Speed Reduction Ahead Warning Sign



The speed limit within the site is 15km/hr (unless sign posted otherwise in an area) which is to be strictly maintained.

Heavy Vehicles Driver Fatigue

The heavy vehicle driver fatigue law commenced in NSW in 2008 and applies to trucks and truck combinations over 12 tonnes GVM (however, Ministerial Exemption Notices may apply).

Under the law, industry has the choice of operating under three fatigue management schemes, namely:

1. Standard Hours of Operation
2. Basic Fatigue Management (BFM)
3. Advanced Fatigue management (AFM).

All heavy vehicle drivers associated with the construction works at the subject site must be aware of their adopted fatigue management scheme and operate within its requirements.

Heavy Vehicle Compression Braking

Compression braking is not permitted within the vicinity of the Oberon township, that includes, internal to and surrounding the subject site. Compression braking through rural areas of the haul route should only be used when required and for safety reasons.

Heavy Vehicle Noise

Permitted times of construction works at the site are as follows:

- Monday to Friday - 7:00am – 7:00pm
- Saturday - 8:00am – 1:00 pm.
- Sunday and public holidays – no construction works permitted.

Load Covering

All loaded trucks arriving at and departing from the construction site are required to have an effective cover over their load for the duration of the journey. The load cover may be removed only upon arrival at the destination (i.e. at the site).

Care must be taken to ensure that all loose debris from vehicles and wheels is removed prior to exiting the site.

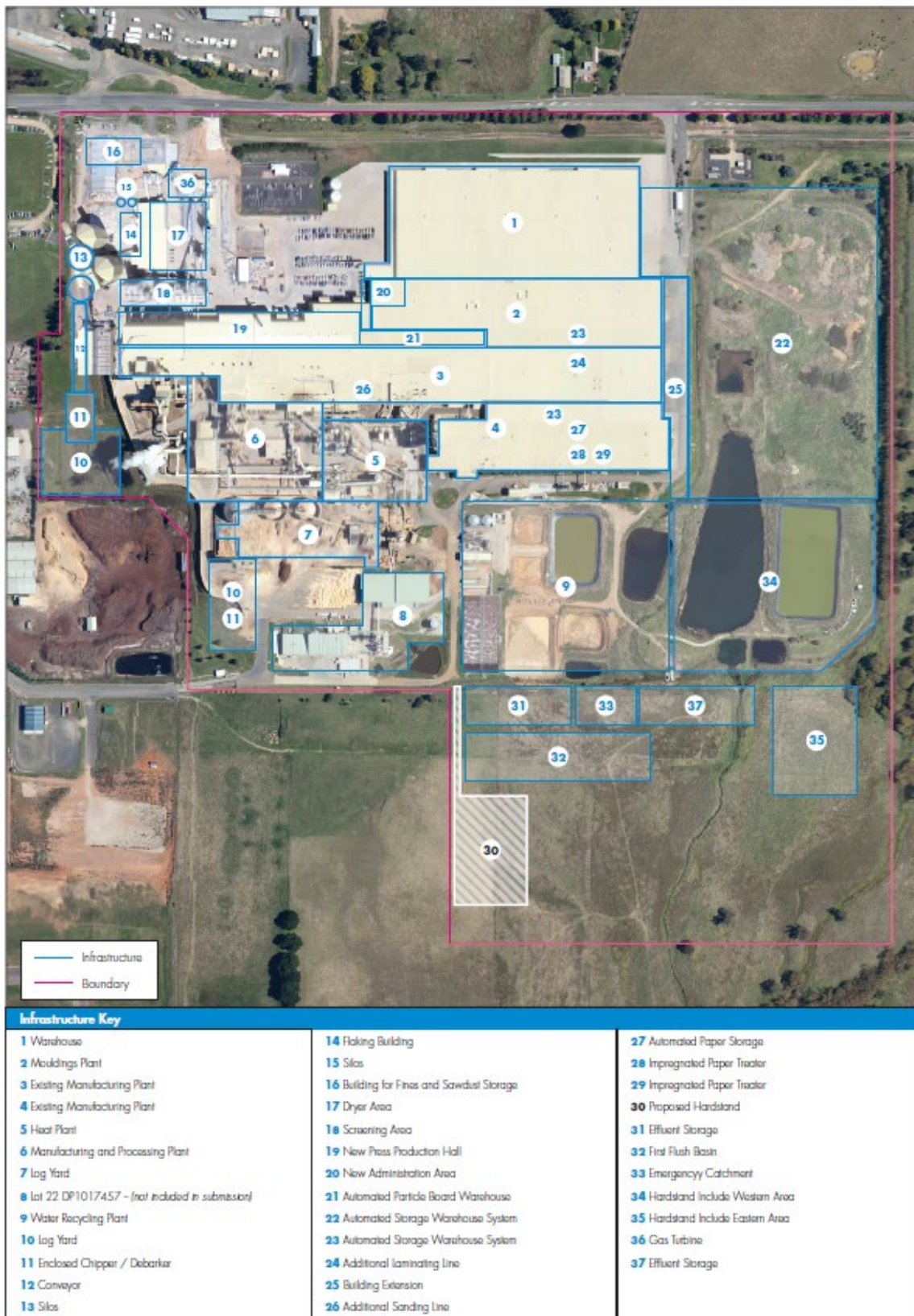
Site management is to monitor loose material on the side of the haul route and take appropriate action regularly.

Other Safety Considerations Along the Haul Route

Heavy vehicle drivers should be aware of the following:

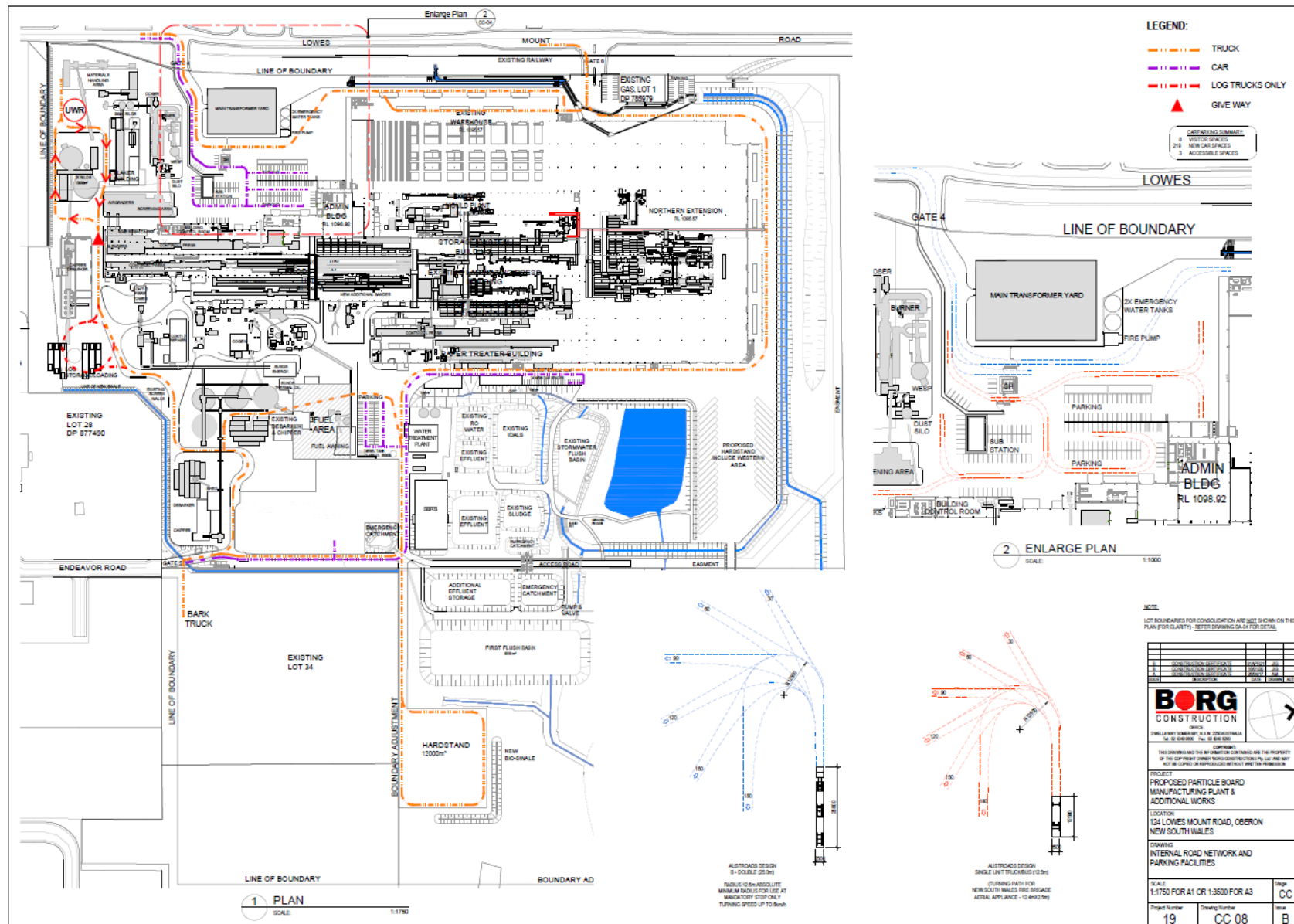
- Concealed driveways – drivers are to drive with caution around any signed concealed driveways
- Wet weather safety – drivers should adjust their driving speed to suit weather condition at the time.
- Wild life on country roads – drivers should stay alert to kangaroos, wombats and stray stock on haul routes from Bathurst and Sydney.

Appendix B Site Infrastructure



Appendix C

Internal Road Network Site Plan



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